

**CASA Brisbane Office,
Level 18, 180 Ann Street
Brisbane City, QLD 4000**

Date: Thursday, 02 June 2021, 09:00 – 15:00

AGENDA

Item No	Item	
1. OPENING		
1.1	Briefing from the CASA DAS	
2. REVIEW OF ACTION ITEMS		
<i>A review and status update of any open action items from previous meetings.</i>		
2.1	Vocational Education and Training frameworks under ASQA update (Department)	
2.2	National Emerging Aviation Technologies in relation to the RPAS regulatory strategic roadmap update (Department)	
2.3	RPA registration schemes update (Department)	
2.4	CASA LAME research report – Skilled Personnel (CASA)	
3. PRIORITY SAFETY MATTERS		
<i>Agenda items brought forward by CASA or members relating to safety issues where action is considered necessary.</i>		
3.1	ASAP Briefing on mental health within the aviation industry. (CASA)	
4. STRATEGIC SAFETY INITIATIVES		
<i>Discussion of broader strategic safety initiatives to provide advice to the CEO/DAS on their prioritisation</i>		
4.1	Aviation Safety - beyond compliance (Chair)	
5. EMERGING RISKS AND AREAS OF INTEREST		
<i>Aviation safety related emerging risks or areas of interest for discussion and/or notice.</i>		
5.1	RPAS development and integration update – ASAP standing agenda item	
5.2	RPAS/AAM Strategic Roadmap TWG Closing Report & CASA summary of public consultation.	
5.3	Safety Sector Risk Profiles update (CASA)	
5.4	Aviation Safety Scorecard (CASA)	
6. POLICY PROPOSALS		
<i>Consultation/endorsement of a policy position.</i>		
7. PROJECT INITIATION		
<i>Proposals to commence activity on a significant piece of work (including Technical Working Groups, etc).</i>		
7.1	Flight Operations suite transition – ASAP standing agenda item	
7.2	Regulatory Services and Surveillance Transformation – ASAP standing agenda item	
7.3	ICAO Standards and Recommended Practices (SARPs) relating to International IFR RPAS (CASA)	
8. OTHER BUSINESS		
8.1	TWG status update (ASAP Secretariat)	
8.2	5G Interference and concerns (Dr Reece Clothier)	

8.3	Part 66	
8.4	Flight Crew Licensing and examiner proficiency checks (CASA)	

1. OPENING

The Chair welcomed all Aviation Safety Advisory Panel (ASAP) members and the Director of Aviation Safety (DAS) to the second ASAP meeting of 2022 held in Brisbane.

Ms Naa Opoku was welcomed as an observer from the Department of Infrastructure, Transport, Regional Development and Communications (Department).

The Chair also formally thanked Mr Awad and Mr Sharp, who attended the final meeting as ASAP members, for their services to the ASAP and wished them the best of luck going forward.

1.1 Briefing from the CASA DAS

The DAS welcomed all panel members and reiterated her thanks to the leaving members. She also formally welcomed Dr Kille to the Panel and announced that she had invited Prof Murray to extend his term as Chair.

The DAS noted both the increase in aviation activity coming out of COVID-19 restrictions and the change in Government and is excited for what these changes will bring but stated at this stage, CASA's perspectives and expectations have not shifted significantly. She also acknowledged the significance of 2 June 2022, with operators required to have given the Civil Aviation Safety Authority (CASA) an updated and integrated exposition or operations manual as part the flight operations regulations transition. The DAS reiterated that the General Aviation (GA) Workplan would guide CASA's priorities and it would ensure improved efficiency and accountability, but recognised certain projects, such as the Parts 103, 105 and 131 Manuals of Standards (MOSs), would not always progress as quickly as hoped. Furthering this commitment, a Regulatory Pipeline will soon be published soon so that there is a clear plan for upcoming regulatory changes.

The DAS advised that all recommendations from a report from the Australian National Audit Office (ANAO) into CASA's surveillance activities would be adopted and that CASA welcomed transparency and external feedback on its processes. She added that the areas of improvement, particularly in surveillance, were noted and that CASA would release an official response.

The DAS added that the link between CASA's Aviation Safety Committee (ASC) and ASAP will become more important over time. The ASC helps with detailed policy development and rationale for CASA's actions. In comparison, the ASAP will focus on strategic level issues, providing guidance and advice where required. The Technical Working Group (TWG) function will address the more technical or detail-orientated work. Areas of focus moving forward include utilising data in problem-solving and improving industry engagement. The DAS left the meeting at this stage (09:12).

2. REVIEW OF ACTION ITEMS

Action items from the previous meeting were reviewed and are recorded at **Attachment 1** and, where appropriate, below.

2019-1/5 – In progress – Agenda item 2.1

Ms Opoku advised work is being done on transport sector skills broadly and the Department, Department of Education, CASA and ASQA should collaborate further to address the inconsistencies in regulatory requirements for different training pathways. The Chair wanted to see the general shortage of personnel addressed further, particularly with Licensed Aircraft Maintenance Engineers (LAMEs), pilots and in the Remotely Piloted Aircraft System (RPAS) space. It was noted that the differences between licensing requirements and vocational qualification requirements is presenting challenges within industry.

2020-3/1 – In-progress – Agenda item 2.2

Ms Opoku stated the Department is processing applications for the emerging aviation technologies program. They are aiming for responses to go out in early July and will engage with CASA and Airservices throughout the process. Dr Clothier queried when the next industry consultation will be to discuss the next stage of initiatives and overcoming regulatory challenges and how these consultation results will be reported, noting the consultative delays during a caretaker government.

2021-1/1 – In-progress – Agenda item 2.4 and New Standing Agenda item

Mr Marcelja spoke to a report commissioned by CASA that focused on how to better engage LAMEs throughout their career, as well as gathering and analysing data on the profession as a whole. Although elements of the report were concerning, the ASAP commended the approach being taken by CASA. The report highlighted the need for better communication with industry. CASA will take steps to improve engagement and accessibility with industry, utilising the recommendations in the report to guide this. Mr Marcelja also noted that this is already improving, exemplified by the improved search functionality on the new CASA website and the use of Plain English Guides (PEGs). Moreover, CASA is conducting research to see how overseas regulators engage with industry and to sustainably incentivise people into the LAME profession.

Several ASAP members wanted further analysis of the results, as well as a plan to address the issues with clear strategic milestones. A Panel member noted that advocacy from within industry could assist in bringing people into the profession. Other panel members echoed these thoughts and felt the report highlighted key industry issues, such as skill shortages and safety concerns and that learnings could apply industry wide. Another member added that Aircraft Maintenance Engineers (AMEs) are a large group that could be better engaged to continue working towards licences and recommended this be a priority moving forward.

2021-1/2 – In-progress

The Chair highlighted that use of alternate means of compliance, was better understood within the airline industry than in GA and further education was necessary. There was consensus that safety can increase with methods of alternate compliance. Consequently, there should be better education and formal processes for allowing alternative means of compliance and this should be communicated internally within CASA, especially for public-facing roles in the contact centre and inspectorate. The use of Flight Simulation for Instrument Flight Rules (IFR) training was an area of focus for GA and adoption of sensible processes could enhance safety.

Mr Marcelja noted that Part 138 (Aerial Work) will have updated guidance, highlighting alternate means of compliance and that CASA's approach moving forward is that if people want an alternate means of compliance, they just need to work with CASA. CASA is committed to better communicating and guiding industry with this moving forward, especially within the Remotely Piloted Aircraft System (RPAS) space. There was a belief that previous strategies adopted by CASA have proven unsuitable and future actions must be adequately resourced. The Chair remarked that this will be further addressed in agenda item 4.1 and the ASAP would consider ways that industry can also facilitate change.

2021-1/3 – In-progress – Agenda item 8.4.

Mr Crosthwaite notified the ASAP that the helicopter subgroup had completed and released a draft instrument. The intent was to construct a notional licence class so that a type rating is not required if certain other requirements are met by pilots, instructors and examiners. This will be implemented by July, as per the GA Workplan. The multi-engine helicopter activities will be inputted online manually due to the expected small number of activities utilising this temporary, but important measure. The ASAP delegated final approval of the changes to the helicopter subgroup to ensure target dates are met.

Furthermore, the Grade 1 instructor training endorsement changes are on track to meet the GA workplan timeline. Mr Crosthwaite mentioned a new Advisory Circular (AC) focusing on supervision

in flight training and aerial work is progressing and a Recognition of Prior Learning AC has been released. He also updated the ASAP on progress with development of standardised electronic licensing and virtual reality in training but work in these areas was still in its early stages. The Chair summarised by suggesting the stop gap measures should help but a full Post-Implementation Review (PIR) of Parts 61, 141 and 142 is warranted in the future.

2021-4/4 – In progress – Agenda item 2.3

Ms Opoku advised any changes or decisions involving the RPAS registration scheme would involve industry consultation. The panel recognised the challenge in balancing the safety outcome of having lots of people register with the need for cost recovery to adequately resource the RPAS space moving forward. This is particularly pertinent for training organisations that might need to pay for many drones at once, with potentially detrimental costs associated. The Chair noted the distinct areas of recreational and commercial RPAS but added ‘pseudo-commercial’ operators will need to be addressed and managed.

2021-4/5 – In Progress – Agenda item 8.4

Mr Crosthwaite stated the immediate action to alleviate flight examiner shortages will be to allow industry examiners to conduct Examiner Proficiency Checks (EPCs) from July 2022. Examiners will need to meet set criteria and attend a short training session to ensure EPCs remain suitable and standardised.

The need for a more enduring solution was reinforced. It should consider reduced demand for flight tests with changes to instructor privileges and review the criteria for EPCs to ensure they target the right people over suitable timeframes – potentially through examiner professional development workshops/seminars. There are challenges associated with the implementation, such as assessing the success of the change and these need to be worked through without implicating the immediate solution of industry led EPCs. The Chair enquired about industry conducting their own flight examiner rating courses by the end of September as per the GA workplan; however, no confirmation could be provided at this time.

2021-4/7 – In-progress

The ASAP were provided with a recommended TWG membership list by the CASA project lead.

2022-1/1 – Closed

The report is nearing completion and publication. CASA advised it intended for the work to be more public-facing and to help guide improvements across RPAS services.

2022-1/2 – Closed

The ASAP were satisfied with the summary provided in the TWG Status Update paper.

2022-1/3 – Closed

Dr Manderson advised the Part 67 public consultation had received 330 responses thus far, primarily from individuals rather than organisations. Respondents understand the need to be risk informed and want to ensure CASA appropriately manage risk levels given the opportunity for people to self-certify and for more doctors to issue medicals. The TWG will prepare a summary of consultation and recommendations for the ASAP, including feedback on the PEG – at this stage changes are planned to be implemented next year.

2022-1/4 – In-progress – Agenda item 3.1

Dr Manderson briefed the ASAP on mental health within the Australian aviation industry and CASA’s strategy moving forward. Mental health issues are more prevalent for pilots than the general population and this becomes problematic when pilots feel disinclined to declare these issues. Dr Manderson stressed the approach of CASA is to find a pathway for people to continue flying when appropriate through regular collaboration with all relevant stakeholders (DAME, psychologist etc).

Steps are currently being taken to provide a distinction between being sick and having a mental health issue. Utilising the Federal Aviation Administration (FAA) model, trained therapists work progressively with pilots to get them flying sooner, with results showing success rates can increase from 15% to 85%. CASA's approach will ensure the program is available for any pilot, not just those from organisations able to resource it.

The ASAP commended the updated approach to dealing with mental health. Dr Manderson addressed queries about the sources of data, citing the use of global studies, self-declared cases, incident reports and medical resources. She also noted regulators are looking to find their own data. The framework to establish and ensure truthful self-reporting of mental health issues was also presented.

3. PRIORITY SAFETY MATTERS

3.1 Mental Health within Aviation Industry

Addressed in action item 2022-1/4 above.

4. STRATEGIC SAFETY INITIATIVES

4.1 Safety innovation – beyond compliance

The Chair submitted this paper to further encourage policy development on alternate means of compliance and recognised the challenge in sufficiently and safely regulating without overburdening the industry. Several ASAP members are concerned about the general understanding of safety management within CASA and encouraged innovating CASA's internal training and recruitment methods, particularly for inspectors, to focus on safety outcomes rather than the exact method of compliance. This is pertinent in assessing and regulating Safety Management Systems (SMS) as the industry ramps back up. Ultimately, successful implementation requires ongoing support for operators to achieve the best safety outcome. The Chair highlighted both Transport Canada and the United Kingdom's Civil Aviation Authority as positive examples.

The ASAP conceded it presents a challenge and that international aviation bodies have long struggled to implement positive changes; however, it will make a tangible difference to safety. Positive safety culture and education must start within CASA, otherwise how can inspectors assess what they are not immersed in? Moreover, a bottom-up approach to assist smaller operators with implementing simple manuals and positive cultural changes will help to provide benefits throughout the industry. The resources sector shows the impact of incorporating new insights and technologies to improve safety, facilitating a move away from checklist-style inspections towards performance-based oversight.

Mr Marcelja suggested sharing some of CASA's internal training courses with the ASAP for their feedback, with the intent of improving training quality and thereby, safety and outcome-based regulation.

Action/ Recommendation	The ASAP: Recommends CASA provide examples of internal training courses for broader ASAP consideration and feedback.
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4.2 ASAP Strategy and Input

Several ASAP members assessed that a continued shifts taking a more strategic focus would better utilise the ASAP's limited resources. Additionally, it was determined there should be data driven criteria to assess how well the ASAP performs these functions. CASA is open to refocusing the group, as highlighted by the DAS's opening statement. An ASAP roadmap that defines where the ASAP sits along the regulatory pipeline may allow the group to contribute at a progressively more strategic level than it currently does.

A Panel member concurred, stating that as an industry body, the ASAP can provide CASA with real-world examples to validate strategic safety changes, such as altering the crosswind limitations at Sydney Airport or requirements for practical emergency evacuation drills by cabin crew. An out-of-session, targeted ASAP meeting was suggested to determine strategy but also ensure the structure and membership best serve that strategy.

Action / Recommendation	<p>The ASAP:</p> <p>Recommends an out-of-session strategic paper be submitted, capturing the items discussed and offering some suggestions moving forward. An out-of-session meeting will also be scheduled to discuss ASAP strategy moving forward (via videoconference). CASA to also share a draft of its corporate report when available.</p>
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5. EMERGING RISKS AND AREAS OF INTEREST

5.1 RPAS development and integration update (Standing Agenda Item)

The ASAP considered how to best manage the size, scope and complexity of the RPAS sector moving forward. Dr Clothier may submit an out-of-session paper on how the industry can help own these challenges and suggested the long timelines for industry projects are reducing their effectiveness and adherence within industry. Moreover, the continuation of automated airspace approvals was commended, with calls for permanent implementation.

5.2 RPAS/AAM strategic roadmap TWG closing report and summary of public consultation

Mr Monahan stated the report is currently being finalised ahead of its release. He noted the significance of the long-term roadmap and wanted it to be more public facing. It was agreed that application processing times are currently too long but that an application assessment template will improve the service going forward. Mr Marcelja also reiterated the success of drone programs within schools and pointed to the drone classroom resources currently being deployed.

5.3 Sector Safety Risk Profiles update

Mr Roberts presented information on Sector Safety Risk Profiles (SSRP) to the ASAP in conjunction with the paper submitted. He focused on hazard identification within the Air Transport – Larger Aeroplanes sector and the analysis of both qualitative and quantitative data.

After queries about moving towards a more continuous performance framework, instead of a singular assessment/review, Mr Roberts stated CASA is shifting to a 3-year review cycle with interim visits. Work is currently being done to improve data analysis and reporting to get a clearer picture of normal operations, rather than just accidents, incidents and exceptions. This will involve data sharing amongst CASA and operators and must be considered so as not to impede commercial interests, while still providing safety learnings.

Action / Recommendation	<p>The ASAP:</p> <p>Notes the update and will nominate 10 Air Transport – Larger Aeroplanes sector representatives by 17 June for consideration by CASA to participate in the proposed industry workshop.</p>
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5.4 Aviation Safety Scorecard

Mr Roberts explained that the Aviation Safety Scorecard was a relatively new initiative through the ASC designed to provide assurance to the DAS that CASA is meeting its State Safety Programme requirements. The Scorecard provides a means to monitor and track the relevant safety performance indicators. In essence, it is a SMS for the State, rather than for an operator, and the

ASAP viewed worked examples. Mr Roberts acknowledged part of the challenge is that CASA does not own the data and must utilise what operators make available, as well as coordinating interagency action to ensure all International Civil Aviation Organisation (ICAO) requirements are met.

6. POLICY PROPOSALS - Nil

7. PROJECT INITIATION

7.1 Flight Operations Suite Transition

Mr Monahan and Mr Walker agreed the Flight Operations Regulations transition is progressing well. More than half of assessments have been completed, primarily considering that applications are present and suitable. CASA is not taking a punitive approach in the transition and that very few Air Operator Certificates (AOCs) are not currently operating. Multiple CASA divisions are working collaboratively to assist operators where required, such as with appropriate alternate methods of compliance.

7.2 Regulatory Services and Surveillance Transformation (Standing Agenda Item)

Mr Walker highlighted the increase in service requirements coming out of COVID restrictions, particularly aviation medicals, which have contributed to the current delays. He also informed the ASAP of a high-level Post-implementation Review (PIR) of his division to ensure suitable make-up, structure and determine whether surveillance should be separated from regulatory oversight. This review will corroborate and enhance the recommendations from the ANAO audit, with ASAP members noting the safety data and results presented by Mr Roberts can also influence surveillance activities. The Chair noted that a name change may be appropriate for this agenda item going forward.

7.3 ICAO Standards and Recommended Practices (SARPs) relating to International IFR RPAS

The ASAP acknowledged the paper and recognised that although this may not be an operational priority, it might be necessary given the need to meet ICAO standards by 1 January 2023. It also provides an opportunity to establish an effective framework to solve issues in a sector that will only continue growing. Mr Monahan advised that progress may be problematic with three separate TWGs as they will all require administrative resources.

Action / Recommendation	The ASAP: Establishes a TWG that will deal with all three issues – RPAS Flight Crew Licensing (FCL), airworthiness and operations. Subgroups, time and tasking instructions need to be allocated and considered appropriately. The recommendations are to be sent to Secretariat by end of the month.
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8. OTHER BUSINESS

8.1 TWG status update (Standing Agenda Item)

The Chair suggested that all TWG meeting summaries and reports be sent to him to reduce the total workload of the ASAP where appropriate. The ASAP felt the composition of the Part 67 TWG would be improved through diversification, such as the inclusion of pilots or general users of aviation medicine services. The Chair also recommended that certain TWGs better engage the membership, utilising consultation to develop materials, rather than having fully developed

materials for the TWG to check retrospectively.

8.2 5G Interference and Concerns (Standing Agenda Item)

The ASAP commented that the FAAs 5G interference strategy is centred on the network around airports. International operators will need to stay informed of the different requirements in various jurisdictions. Manufacturers and international organisations are aware of the concern and are engaging with the relevant government bodies to find a workable solution. A Panel member suggested a subject matter expert could brief the ASAP at a future meeting. The Australian application of the FAA Airworthiness Directive on 5G needs confirmation.

Action / Recommendation	The ASAP: Recommends a subject matter expert provide a briefing at the next ASAP meeting on the concerns associated with 5G and aviation.
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8.3 Part 66 Update

A Panel member recommended the addition of two more specialist TWG members to assist with more niche issues. He also noted that TWG should be utilised in the actual policy development, not just checking the work of CASA. The intent needs to remain clear, so any licence developments have utility without overburdening the industry.

Mr Monahan concurred but also recognised the balance required to action change in a timely fashion whilst still ensuring it is useful and suggested a scaled licensing scheme could provide this. Further deliberation is required on the associated risk levels of this scheme and the distinction between the enduring and stop gap solutions. The Chair reiterated the need to stick with proven consultative mechanisms for any potential changes.

Action / Recommendation	The ASAP: Recommends two more specialist members join the Part 66 TWG with recommendations to be provided to the ASAP.
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8.4 FCL and EPC update – Roger Crosthwaite

Addressed in action item 2021-1/3 and 2021-4/5 above.

Patrick Murray
Chair
June 2022

AVIATION SAFETY ADVISORY PANEL - ACTION REGISTER

CHAIR

Prof Patrick Murray

ATTENDING PANEL MEMBERS

Mr Stuart Aggs

Dr Reece Clothier

Mr Ray Cronin

Ms Adrienne Fleming

Mr John Gissing

Mr Andreas Marcelja

Mr Chris Monahan

Mr Malcolm Sharp

Mr Mark Thompson

Mr Mark Awad

Dr Tarryn Kille

OBSERVERS

Mr Matthew Di Toro	Executive Officer to the CEO Civil Aviation Safety Authority
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Mr Chace Eldridge	ASAP Secretariat
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Mr Mwala Puteho	ASAP Secretariat
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Ms Naa Opoku	Assistant Secretary, Safety and Future Technology Branch, International Aviation Technology and Services Division, Department of Infrastructure, Transport, Regional Development and Communications
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